THE MISCHIEF

Of the Five Shillings Tax upon

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Here is humbly Repreſented,

That this Tax is *Inconſiſtent* with the Safety of *England*, *Partial* upon the Poor, *Pernicious* to our Shipping, and Seamen, *Deſtructive* of our River-Men, *viz.* Boat-Men, Keel-Men, Barge-Men, Ballaſt-Men, Coal-heavers, *&c.* *Fatal* to our Manufactures made with *Sea-Coal*; eſpecially *Salt*, *Glaſs*, and all ſorts of Groſs *Ironwork*; (that by this Tax muſt be Run into the *Coal Countries*, or out of the *Kingdom*,) and highly Injurious to His MAJESTIES Revenue.

LONDON,
Printed by *H. Hills*, for *Edward Poole*, at the *half Moon* under the Royal *Exchange*, *Cornhill*. 1699.

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THE MISCHIEF Of the Five Shillings Tax upon COAL.

THE Tax of Five Shillings upon the Chaldron of Coals (*London* Measure) being taken off by the firſt Seſſions, and laid on again by the laſt Seſſions of the late Parliament, was no ſmall ſuppriſe to moſt Men, that expected never to have heard of this Tax again which had been univerſally Petition'd againſt, and taken off in full Houſe, after full and ample Examination by the Committee, and after the ſad Experience of its partiality, eſpecially upon the Poor, and of its pernitious Conſequences upon Trade and Navigation.

Nothing in any Government is to be Compaſſed to the utmoſt Punctilio, of Utility and Neceſſity. The wiſeſt Miniſters that ever were in the World, have ſhot wide of theſe Marks. And if ours have been diverted, from their Aim at any time, its no more then what was Expected from the Efforts of that Party of Men, that has made ſuch Buſtle both in the Houſe and out of the Houſe, againſt the Neceſſary Supplies for the War, that they have not failed, either to diſcredit, or to have Thrown out, thoſe ways and Means that were Propoſed, and would have prov'd more Gentle and Efficatious then others, which the Beſt Friends to the Government have been forced to take up with at laſt.

This Tax upon Coal wants to have no other Horoſcope caſt for it: And one may venture to ſay without being ſuſpected of Magick or Divination, that it cannot be long Liv'd: Since It is a Treſpaſs upon Common Senſe and Experience, as well as the Chief Intreſt and Safety of the Nation.

I ſay a Tax upon Coal is a treſpaſs againſt Common Senſe and Experience, becauſe we have already felt its Injuſtice and partiality, and have had it thrown out in full Houſe, altho it was then laid on us, more Equally and with better countenance to Trade, then at preſent. But how ever it be or can be laid, it will ſtill prove partial and unequal to the Subject: If its laid on Coal at the Pits, its a Tax upon not one half of the Nation. If its laid on Coal Waterborn and Shipped, its a Tax upon not above a Tenth part of the Nation. And both this Half, and this Tenth, are not the Eaſy and Wealthy, But the Poor and the Laborious parts of the People, as its too ſenſible to the Poor of the City of *London*: And the Poor Ale-houſe Keepers of *London* (which toge-

ther)

ther) contribute more towards this Tax then the whole Nobility and Gentry, or the Landed and Monyed Men in the Kingdom.

This is a Notorious Respect of Persons; but with this Tax there is something yet that's fatal to the Property of the Subject, and particulary that part of it that deserves a better usage from Us, I mean the Navigation; the Money laid out in Shiping by the Owners, is so much Money, sure laid out, upon the Stength and Defence of the Nation; But so far unsurely laid out for their own profit, that its Notorious the Fourteen hundred Sail of Ships, imploy'd in the Collier Trade (as appears by the Coast Books of the Custom-house in the Port of *Newcastle*) which cost in Building One thousand pounds one with another, have not given, when this Tax is on, nor never will give, as long as it continues, one Farthing profit to the Owners. Here is the Interest of Fourteen hundred thousand pounds lost from the Proprietors of Shipping, and from the Nation it self. Nor can the Principal stand out the intended Life of the Tax, for Shipping is a Perishing Commodity. In Five Years; if you venture it to Sea, it will go to Bottom, and if you lay it by the Walls, it will go to Wrack; if a Pestilence, a War, or a Famine, laid wast, consumed or destroyed an Estate in Land, all Mankind have an Assurance that Estate will recover it self, when God is pleased to with draw his avenging Hand; And this assurance will get the Proprietor Credit and Subsistance. But in this case of Shipping with this Tax upon it, the Owner must at once see his Annual profits, and the Stock it self swallowed up, without the first motions of Expectation hereafter: And this hasts me to what is chiefly Intended by this Treatise, (*viz.*) to shew how pernicious this Tax upon

Coal is to Trade and Navigation, the safety and glory of *England*.

I appeal to common sense, if what lessens the numbers of our Ships and Sailors, may not be justly judged to be pernicious to Navigation, and consequently the safety and glory of *England*. We are very sensible that the Safety and Tranquillity of this Island is owing to its happy Scituation. We are divided by the Sea from all the World, and the restless Ambition, Power and Violence, that rowls in it, from Kingdom to Kingdom, with perpetual alarms and doubtful success. But we are not able to maintain this blessed Post which the Creation hath plac'd us in, without a vast strength at Sea, in Fleets of Ships, and numbers of Sailors. I say we are very sensible of this: But what I have to say is no less true, and is to be wish'd we were no less sensible of it, (*viz.*) The Collier Trade is the true parent and support of our Navigation. It is the greatest, the most constant, and almost Universal Nursery of our Ships and Sailors. This will appear to be no undeserved Character, I give the Collier Trade, when we consider She alone imploys at least Two thirds of all the Tunnage of Shipping that belongs to *England*. I shall not bring into this Computation that part of the Collier Trade in St. *George's Channel*, Exported from *White-haven*, *Wales*, and the River *Severn* Coastways, and Over-sea, and unto *Ireland*; But reckon only upon the Coal Exportation from *Bishoprick* and *Northumberland*, which I put thus. It appears by the Custom-house Books for the Coast duty of the Twelve pence *per* Chaldron on Coals at *Newcastle*, that there is Exported from that Port, *cum unibus annis* in times of Peace, Two hundred thousand Chaldrons of Coals, *Newcastle* Measure. *Newcastle* has but Two thirds of the Collier

Collier Trade, *Sunderland*, *Cullercoats*, *Blyth*, and *Seaton* have another Third; ſo that I may with ſafety alſo affirm, that there is Exported from *Newcaſtle*, and its member Ports, Three hundred thouſand Chaldron of Coals; which is in Tunnage of Shipping Seven hundred and ninety five thouſand Tun; to which if we add the Over-ſea Collier Trade, I doubt not to affirm, that the Collier Trade imploys Nine hundred thouſand Tunnage in Shipping *per Annum*; which is more then Two thirds of all the Tunnage of Goods Imported or Exported every where, from, or into this Kingdom in Engliſh Bottoms.

For this very Reaſon it is that moſt of our Shipping in *England*, is built upon the meaſures of the Collier Trade. The model of our Building is Calculated for the depth of Water, upon the Bar of *Tinmouth*, and Breadth, Strength, and Firmneſs is given to the Ship, for the heaving of her Balaſt at Sea.

The Collier Fleet is the great body of the Shipping of *England*, and all our other Trades are ſerved by Detachments from it. Our *Eaſt* Country, *Norway*, and a great part of the *Weſt India* Fleet, are but parts of the Collier Fleet; from which they may depart one or two Voyages in the Year, as the Contingency of the Market abroad, or a chance Fraight at home offers; From which, as ſoon as performed, they return again into the Collier Trade, that is, indeed, the Refuge, as well as the Nurſery of our Navigation.

Its the Collier Trade alone that affords conſtant work to the Navigation of *England*. Its here that every idle Ship, and every idle Saylor are ſure never to want a Voiage, or a Birth to *Newcaſtle*; and if it were not for this conſtant Employment the Navigation finds in the Collier Trade; the Purchaſe of the Nations preſent Stock

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in Shipping, would not be worth Two *per Cent*, or rather no better then nothing; for without the Collier Trade, one Fourth part of our Englisſh Bottoms would carry on all our Forein Trades; and if we Freight our Ships to any of our Neighbours, the Freight which we can hope for from them will not anſwer the Wear and Tear.

Our Progenitors have time out of mind never ſuffered any Inquiry to be made for Coal near the City: Nor permitted any Coal to be Shipped *South* of the River *Weare*, in the Biſhoprick of *Durham*; for no other reaſon but the Raiſing, and Increaſing of the Navigation. This ſeems to be the moſt Ancient Maxim of our Government, at leaſt Coeval with the firſt riſe of our Navigation, and has been Inviolably obſerved until theſe late days. This Principle has been firſt laid, and ſince followed with moſt Excellent good Obſervation and Judgment; for the Collier Trade; is the moſt Huge and Bulky Trade, that poſſibly can be managed: And therefore in its Nature moſt proper, above all others, to Employ not only vaſt numbers of People upon it, but to afford continually work for them. All our other Trades are by Fits and Starts. Ships and Sailors muſt have conſtant work; the former loſe more by lying by the Walls, then by going to Sea, although they don't get one Farthing by the Voyage. The latter are too apt to ſpend in one Month a Shore, what they have got before in ſix at Sea.

Without this conſtant never failing work for the Navigation the Collier Trade affords, we never could have been able to Breed the neceſſary numbers of Men for Manning any conſiderable Fleet at Sea. I have ſaid all our Over-ſea Trades amounts not to one third of the Tunnage of the Collier Trade; and now I affirm, put them all together, they kill as many Engliſh Sailors as they

they Breed. The *East India* Trade returns not to the Nation half the Men ſhe carries from it. The *Weſt India* (if I may uſe this word) and the *Guiny* Trades, kill certainly a Third of the Men they firſt ſet out with from *England*. The Salt Meat, the Stench Water, and the Hot Climates, are unavoidable Peſts and Plagues to our Engliſh Bodies. The *Turky*, the *Greenland*, and all the other Over-ſea Trades, are not altogether ſo unkind unto us; but one and all have this fatality attends them, That whatever of their Ships come to be Stranded, or in Diſtreſs, the Far and unhoſpitable Shores and Seas never fail to devour both Ship and Men together; Whereas the Collier Trade Breeds all, and Deſtroys none: Her Victuals are freſh and good, She gives her Men Beer inſtead of Water, and her Climate is the ſame her Saylors have been Born under. Its not one in Twenty of her Ships that ſinks or Founders at Sea, moſt are loſt upon the Shallows, or the Shoar by the Violence of the Eaſterly Winds, where the Sailors may be ſaid to fall, but into their Mothers Lap, where their Lives are ſaved after the Veſſel is left to the mercy of the Winds and Seas.

The want of this Conſideration in ſome Men (that have had nevertheleſs the unlucky amuſement to apprehend, that the Collier Ships Sail with fewer Hands, then other Trade Ships of the ſame Burthen) has led them to undervaluing thoughts of the Collier Trade. Nay upon this Foot ſhe has been arraign'd in Council and converſation. But its my buſineſs rather to convince, then expoſe any Man; and therefore I ſhall leave this ungrateful Remark after putting my Reader in mind, that theſe Sailors that are deſtroyed by our Over-ſea Trade, are the beſt and ableſt of our Seamen, that have had their Education before in the Collier Trade, which has

has the undiſputed Character of Breeding the braveſt, and Experteſt Sailers in the World. The art of Governing a Ship, and Sailing through the Shallows, and over the Banks of Sand that lye all along our Coaſt in midſt of a vaſt Contrariety of Tides, being Infinitely more difficult, then through the full Ocean, or the remoteſt Seas.

Nor can our Rivers breed ſufficient Men for Equipping any conſiderable part of our force at Sea If the Navigation goes to Pot, it muſt carry all our freſh Water Trade down along with it. The River *Thames* would make but a thin and bleak proſpect, if the Collier Fleet were out of it. To the ſame proportion the Import of Coals into the Port of *London* falls, the buſineſs upon the River *Thames* muſt fall. What will become of our Lighter-Men, Barge-Men, Ballaſt-Men, and Coal-heavers, and thoſe Innumerable Crews, and Gangs of People, that depend abſolutely upon the delivering of the Collier Ships at *London*, they muſt ſurely decreaſe in Number to what the Coal Importation does in quantity.

But after all, River-water Men are but Freſh-water Men at beſt, and without an Affront to the Genius of the Nation, are not to be compared to our Sea bred Sailors. The more any Man has of the Land, or of the Freſh water, the leſs he has of the Genius of our Seamen, that are hardned to a temper, and animated with a Spirit that ſhews it ſelf, and riſes with the Fury and Rage of Fights, and Stormes, and does wonders there, that theſe water Rats of River men may in Shoales admire, and like their Brother Vermine, rather think of leaving the Ship then reſiſting and contending with the growing terrors, and dangers all is under in theſe times.

Our Sea bread Men have Auſpiciouſly diſtinguiſhed themſelves upon all occaſions. The *French* have carried

no

no particular Science higher then they have done the Theory of Navigation. Monſieur *Turvile* is thought to be the beſt Artiſt in the World; But his and his Seconds want of Practice, has once ſav'd the whole Fleet of *England*, and another time a conſiderable Squadren of it, with the greateſt part of the Richeſt *Turky* Fleet under her Convoy *England* ever ſent out. The French Monſieurs could not fail with their Numbers to get the better of the Engliſh Admiral, as things were laid: Nor could Sir *George Rooke* think to make more of his Misfortunes, then to ſave what he could of his Ships of War, and Merchant-men, from falling into the Enemies hands; he did what was poſſible, and may juſtly ſay without vanity, if his modeſty do him not Injuſtice, at leaſt we have reaſon to believe he overcame the united Strength and skill of *France* at Sea by a ſuperior Underſtanding in Navigation.

The *Dutch* by their Native Indigency, are forced to be the moſt Seafaring Nation in the World; their Country Growes nor Breeds not what is Neceſſary to Feed the Hundredth part of their People. This firſt want of moſt things within themſelves, creates a conſtant and never failing work for their Navigation. The French, that have every thing within themſelves, as much as any Nation in the World, have not the ſame occaſion to raiſe and Support any conſiderable number of Ships and Sailors: For want of which they have been forc'd to Inſtitute Marine Companies, and Gardemarines, to the number of fourteen or fifteen Thouſand, that are taught to the Theory of Navigation a Shore, and to the Practice Aboard their Kings Ships at Sea. Theſe Marines do all the Offices of Land Souldiers a Shore, and are no leſs Diſciplin'd to Land Service then any other part of the

French Troops: They are indeed an Amphibious Order of Men; which perhaps is the beſt Subſtitution that can be made in the Room of Sea-bred Sailors. But how ever this ſucceeds with the French, we have no reaſon to follow their Example. Theſe Gardemarines and Marine Companies, are a perpetual Standing Army at Land to all Intents and Purpoſes, for which we have no more occaſion on Shore then we have for them at Sea. Nature has provided for our Safety and Tranquillity both ways. The Sea is the beſt and only Unparalellable Frontire in the World; and *England* has vaſt and Unexhauſtable Stores of Product and Manufacture within her ſelf, ſufficient to create a Navigation able to defend us againſt the united Force of the World, in which the Collier Fleet challenges the Firſt and Supream place.

Our Progenitors did very Prophetically foreſee this, and therefore Inſtituted the Collier Trade, which has been more propitious to this Kingdom, then all the Orders of Knighthood in *Urope* have been to the ſeveral Nations, to whoſe Service they are particularly devoted. In purſuit of this, their Succeſſors have ever Supported and Incouraged the Collier Trade, as the Grand Nurſery of our Navigation, in which the Safety, Intereſt, Glory, and Honour of the Engliſh Nation conſiſts. And how we have been Led to Treſpaſs upon ſo Sacred, and ſo Profitable an Obſervation, is not ſo much worth Inquiry, as to make a Speedy Return to what we have ſo unaccountably departed from.

That we have Treſpaſſed upon this propitious Maxim of our Government, by the late Tax upon Coals, is but too Notorious; for thereby we ſhall damnifie the Colleir Trade, one half; and ſo Conſequently the Navigation that depends immediately upon it, to the ſame proportion.

It

It is computed by all Men of underſtanding in the Collier Trade, that this Tax will leſſen at firſt daſh the Importation of Coals into the Port of *London*, One hundred thouſand Chaldron (*London* meaſure) which is at leaſt One hundred and fifty thouſand Tuns in Navigation, and more then a third part of what has been Imported into *London, cum unibus annis*, ſince the Reſtoration of King *Charles*. The reaſons for this are but too ſenſible, as the Poor Houſe-keeper, and the Poor Laborious Tradeſman do tell us. The Houſe-keeper ſays, he has but a certain Sum that he can afford to lay out upon Fireing: (As for Example) he can afford to lay out Six pounds upon Coals, and if he can have them at Twenty ſhillings *per* Chaldron, he will have ſix Chaldron, and if he muſt pay Thirty ſhillings for a Chaldron, he muſt only have four; and ſo in proportion more or leſs, as the price of Coals varies, he will make the better or worſe Fires. The Tradeſman tells us, as the price of Coals Increaſes, his Trade Decreaſes, all ſorts of Manufacture depending upon Fire, being either Imported from abroad, or from other parts of this Kingdom, where this Tax upon Coals does not take place, and are ſold in Shops at eaſier rates then the poor Tradeſman can afford to work them at home. This will appear to be both Reaſon and Fact, by what I have to ſay afterwards.

In other Ports of the Kingdom, the Importation of Coals will be much more leſſened by this Tax: For in many Ports of this Kingdom the People chuſe to burn Coal at Sixteen or ſeventeen ſhillings *per* Chaldron, when they cannot afford to burn them at Twenty two or Twenty four ſhillings *per* Chaldron, they having Turfes and other Fewel found unto them, which is cheaper, and as uſeful to them as when Coals are at a high rate, tho

they are not ſo when Coals are at a low rate. And altho by the great Importation of Coals all over this Kingdom before the Commencement of this Tax, and the expectation of new Supplies, and in hopes the Parliament will take off this Tax, Coals has kept about One pound *per* Chaldron; yet if the Tax continues, Coals will never be under two or three and twenty, at which rate not one half will be Imported into the out Ports of this Kingdom, of what would be if Coals were at ſixteen or ſeventeen ſhillings *per* Chaldron.

The price of Coals is the true and certain Cauſe of the variation in the Import and Export of this Commodity: And it appears to be ſo not only by the univerſal opinion of all Men of underſtanding and Experience in the Collier Trade, but likewiſe by the Meeters Books at *London*, and likewiſe by the Books of the Town Chamber of *Newcaſtle*, and the Books of the Coaſt duty of the twelve pence *per* Chaldron upon Coals at *Newcaſtle*: By theſe laſt Books it appears, that the Proceed of the Exportation of Coals from the River *Tine*, Coaſtways, amounts to two hundred and twenty thouſand Chaldrons of Coals, *Newcaſtle* meaſure, *Communibus Annis*, ſince the Rebuilding of the City in thoſe Years, when Coals gave but ſixteen or ſeventeen ſhillings *per* Chaldron. But in other Years when Coals gave twenty five or twenty ſix ſhillings *per* Chaldron, there is not above One hundred thirty ſix thouſand eight hundred and fourty ſeven Chaldron of Coals Exported from that Port, as in the Year Ninety; But that the Reader may have full ſatisfaction in this matter, let him peruſe the following Tranſcript.

An

An Account of the Quantity or Number of Chaldrons of Coals Shipt for the Coaſt at the Port of *Newcaſtle*, the Years following.

Annn Dom.	*Chald. Coals.*	*Anno Dom.*	*Chald. Coals.*
1661	166919	1680	202262
1662	194421	1681	218942
1663	178747	1682	190380
1664	198369	1683	210972
1665	124124	1684	204770
1666	84101	1685	213659
1667	106422	1686	178265
1668	188420	1687	198528
1669	175920	1688	231265
1670	185100	1689	167663
1671	189241	1690	136847
1672	150429	1691	177270
1673	156053	1692	156299
1674	170268	1693	179650
1675	194268	1694	160413
1676	194946	1695	170974
1677	194405	1696	151096
1678	217782	1697	181280
1679	194948		

The

The Variation in the Export of Coals in the Years preceding the War, from the Years in time of the laſt War, is very apparent by this Account. The ſame Variation would appear in the Import into the River of *Thames*, as would appear by the Books in the Meeter Office of the City of *London*, if any ſure computation could be made upon that Meeter Office, becauſe the Meeters were not ſo honeſt in the former, as they have been in the latter times; every body knows the detection that has been made in this matter. There is no ground now to ſuſpect that Office. During the War, by its Books it appears there has not been above two hundred and ſeventy odd thouſand Imported into the River of *Thames*, *Communibus Annis*, notwithſtanding this City is rendered more populous by the French Proteſtants, and the People taking every way to the burning of Coals more ſince the War then before: whereas if Coals had been fifteen or ſixteen ſhillings a Chaldron, there had been not leſs then 400080 Chaldron Imported during the War into the River of *Thames*, there having been near that quantity delivered there ſome Years before the War. But from *Michaelmas* 1695, to *Michaelmas* 1696, when this Tax was firſt laid on, there was Imported into *London* but 254269 Chaldron, notwithſtanding this Tax went off the Eighteenth of *May* 1696, four full Summer months, ſhort of the Year, and the principal time in which Two thirds of the whole Years Trade is generally managed. But this is not all, that Tax was upon all Coals *Waterborn* as well as upon *Coals Shipped*, by which the *North* as well as the *South* was affected; but by this laſt Tax upon *Coals Shipp'd*, only the *South* is affected, and the *North* goes ſcotfree; had the Tax in Ninety five been laid only on *Coals Shipp'd*, I doubt not but it had reduc'd the Coal

Coal Importation into *London* much lower, as I ſhall make appear hereafter.

By the foregoing account of the Export of Coals from the River *Tyne*, it appears there has not been Shipp'd off from thence for the *Coaſt* during the War, above 160000 Chaldron, *Newcaſtle* meaſure, *Communibus Annis*, which is about 20000 Chaldron leſs then what was Exported thence before the Fire of *London*. During the War we wanted neither Ships nor Convoys to have fetch'd and carried more Coals, but the Maſters could not afford to ſell them under twenty ſix ſhillings (there being a great advance upon the charge of the Navigation in Seamens Wages, and aſſurance Money) but at this rate the People could not afford to burn what they would have done at Sixteen or ſeventeen ſhillings *per* Chaldron. The Collier Trade is ſo conſtant and true to this Variation in the Import and Export according to the Price of Coals, that we that have theſe Books in our hands, know and expect this Increaſe and Decreaſe of Trade in Coals, with the ſame aſſurance and certainty as we do the Revolutions of the Seaſons, or the Flux and Reflux of the Sea. Indeed we cannot but ſay this Tax upon Coals, with the conſequences that muſt follow upon it, muſt leſſen the Exportation of Coals *Coaſtways* almoſt one half, and Conſequently the Navigation do the ſame Proportion; and if this Tax continues five Years, as is Intended by the Act, it will ſtill fall more heavy upon the Navigation, which cannot be half Imploy'd as long as this Tax continues, and when Expir'd, we ſhall find the other half Sunk or Rotten in our Harbours, without hopes of a Reſurection.

This is a moſt certain truth, and what all concerned in the Navigation do ſadly ſee and feel, their ſhares in Shipping having fallen ſince this Tax, 40 *l. per Cent*, altho perhaps the

the greateſt part of the One hundred and ſixteen Members that Voted and carried this Tax upon Coals, were not ſo ſenſible of it : They were no doubt ſeduc'd by the firſt Impreſſions of the Peace, to believe that this Tax of Five ſhillings a Chaldron in times of Peace, could but very little affect the Nation; and no doubt they Reaſoned very generouſly in reſpect to Domeſtick uſe, and their own Pockets, as Gentlemen worth from Five hundred pounds to Five, Six, Ten, or Twenty thouſand pounds a Year; But from Five hundred pounds to nothing, I preſume the Argument cannot hold ſo well. But moreover, this Tax has thoſe Malignant Aſpects upon Trade, Manufacture and Navigation, which unluckily theſe Gentlemen were not aware of ; otherways we dare aſſure our ſelves, it never had been heard of again. Its perhaps a Paradox to ſome People, but too plain a truth to other Men, that this Tax upon Coals is more prejudicial in times of Peace then War, tho unſufferable at all times. In War the Ships make few Voyages, but are certain gainers ; if they miſs to be Sunk or Taken, they never miſs of a good Market; The Sailors if they make few Voyages, they have Five-fold Wages; if they have not ſo many Births aboard of Merchant-men, they have the King's Ships to go into, where they are ſure to find Subſiſtance for the time, or Death, which rids them of their preſent cares and anxieties, or Preferment, which provides for them for the future. But in time of Peace the Ships, with this Tax upon them, muſt turn out to Sea, and indeed may return, but not gain one Farthing; and turn out again and again untill they have loſt their Stocks, and then they muſt lie and Rot by the Walls, and the Sailers muſt be ſent to their Shifts at Land, which is more uneaſy to them then to be Ship-wrackt at Sea. Under this diſſipation they may truly complain they have nowhere to lay their

their heads. The Earth was not made for them, nor can they live out of their Element, and we cannot expect they will Starve at Home; which indeed would prevent them from Associating with Pirates at Sea, or flying into the Service of our now grown powerful Neighbours at Sea: Where with both, its to be fear'd, they will meet with too much welcome and success, and we may come to receive Irreparable Injuries, that can never be more terrible unto us then from English hands.

This Tax must bring our Navigation to this Dismal State, and gives us no better Prospect of future Safety and Being to the Nation. What Figure or Defence can we make at Sea after our Navigation is Lost, at least to a degree Inferiour to several of our single Neighbours? What will our Boasted Scituation avail us, when we are out-stript in Numbers of Ships and Sailors? Our English *Oakes* may threaten Heaven with their growing heads at Land, but never awe at Sea our Neighbours again? *Our Seamen*, but to use Mr. *Johnson*'s Phrase, *Our hearts of Oake* are turn'd against us, and are ready to Exert the noble Rage upon our Heads, that they have so often shewed in Defence of their Country, which heightn'd by Despair, must make us feel those dire Effects which we shall too late repent of: And what Fate can the People of *England* hope for, to follow upon this Black and Dishonourable Scene? sure they can expect no better then to fall a prey to their over-powering Neighbours, as they did before to the *Saxons*, *Danes*, and *Normans* successively, in the like case of an Over-match in Navigation.

Its an Ignorant Complaint, and a Satyr upon the Navigation, to say as some have said, We have *Over-built*

our Trade: If we have more Shipping then Trade, the Government will find Trade for our Shipping. I ſay we have loſt our Trade, and our Shipping muſt go to Wrack; and indeed it is too ſad a Truth. Our *Nowfound-Land* Trade is almoſt loſt, and our *Eaſt* Country Trade in Engliſh Bottoms is not in much better Condition; For notwithſtanding Freights were never ſo low as laſt Summer, by reaſon the Shipping was driven out of the Collier Trade, by the Violence of the Five ſhillings Tax, into all parts of the World, where the Maſter could barely hope to ſave himſelf from Starving, and his Ship from Rotting; yet the *Danes*, *Sweeds* and *Eaſterlings*, brought their Native Commodities in their own Bottoms upon us, and underſold us within our own Harbours. This is not at all to be wondred at, for there is an abſolute Impoſſibility it can ever be otherwiſe. The *Danes*, *Sweeds*, *Dutch*, and *Eaſterlings*, Build and Sail for half the Charge of what we can; Their Wages are ſmall, their Victuals are worſe, and one can fit out a Ship ready for Sea in their Countries, for the ſame Charge we can Build the Hull in *England*. If it had not been for the Act of Navigation, we had not had at this day a Ship built with Engliſh Wood, nor by Engliſh Carpenters, nor Sail'd with Engliſh Men, nor Victuall'dwith Engliſh Meat and Drink. If matters had fallen out ſo, our *Landed Men* had been the only Loſers (ſaving the Being and Glory of the Nation) Trade wou'd have ſhifted better for it ſelf in Forreign then in Engliſh Bottoms; and its therefore Unaccountable theſe Gentlemen do not take the Navigation into their care and Protection, by which their Eſtates are ſo much Enhanced. One would Expect the Increaſe they have ſweetly felt in their Rents, by the advance upon Cattel and Corn, occaſioned by the Conſumption on Board the Royal Navy this

this War, ſhould teach them their Intereſt to Promote and Increaſe the Engliſh Navigation; for as That riſes or falls their Eſtates ſhall keep pace. And indeed its more unaccountable theſe Gentlemen will not moſt of all favour the *Coaſt Navigation*, that can never be Victuall'd out of *England*, whereas our *Weſt India* and *Guinea Men* Victual in *Ireland*, or *New England*, and our *Eaſt India Ships* Victual not at *Home* for above One third of the time they ſtay out of *England*; all ourother Forreign Trades take as little as poſſible of Engliſh Meat and Bread, and Water is the general Drink of our Over-ſea Traders. Its the *Coaſt Trade* that muſt ſupport our Landed Men, and *England* it ſelf at laſt; and indeed nothing but a flouriſhing Collier Trade can reſtore and preſerve our Ships and Sailors, which if we take care of, it will take care of us, make us ſafe and eaſy at Home, and formidable Abroad.

The Collier Trade being of this abſolute uſefulneſs for the Navigation of this Kingdom, the *Safeguard* and *Tutelar* of the *Nation*, one cannot but think we ſhould have ſtudied to Promote and Increaſe, and not to Leſſen and Cramp it. The Act does not only impoſe Five ſhillings *per* Chaldron upon all Coals Landed in *England*, but by Exempting the *Loading Ports* from the Tax, hath Committed ſuch a Treſpaſs upon that Propitious Maxim of our Government, to Encourage the *Shipping* of Coals, that I tremble to think of its conſequences, which are beſides immediate perdition to the better half of the preſent Collier Trade, hereafter ſure and fatal diſcouragement to it and the Navigation, without end or diſcontinuance. For this Exemption of the *Loading Ports* will draw moſt ſorts of Manufacture made with Sea-Coal, into the *Biſhoprick* and *Northumberland*, or into the other Coal Countries,

where we ſhall hereafter have that quantity of Coals ſpent which are now uſed by the Smith, the Glaſs-maker, and the Salter, in the *South*, which at leaſt amounts to a better half of the whole Coal Exportation from the *North*, the Conſumption of the *Forge* and the *Furnace* being greater then that for *Domeſtick uſe*. And if this Tax continues five Years, it will give that Footing to the making Glaſs, Salt, and all ſorts of groſs Iron work in theſe *North* and other Coal Countries, that at once we can never hope to have them remov'd from thence, nor to ſee the half of that Work found for the Navigation, that the Collier Trade has afforded in former Times: And this will appear to be Demonſtration by what follows.

A Chaldron of Coals *Newcaſtle* meaſure, which at prepreſent makes two *London* Chaldrons, can be had at *Newcaſtle* for ten ſhillings, and the two *London* Chaldrons after this Tax cannot be hoped for under Forty two or Forty four ſhillings; nay, and if we have not a currant Trade, (which often happens by contrary Winds, and the diſaſters at Sea, as fell out in the Years Ninety five and Ninety ſix, in which we loſt two hundred Sail of Collier Ships, that were deſtroyed by the meer Caſualties of Navigation) we may juſtly fear to ſee Coals at a much higher rate at *London*: and if hereafter we come to find Coals, with this Tax upon it, at two, three, or four pounds a Chaldron, it cannot be taken for an unexpected or unaccountable Accident.

Now I do appeal to common Senſe, to pronounce the fate of all our Manufacture made with Sea-Coal under theſe certain Advantages the *North* have above the *South* Countries. They will moſt certainly by theſe means, be run

run out of the *South* into the *North*; nay, they have already got Footing there. Since the War there is a vaſt Increaſe of Manufactures made with Coal in the *North*; nay, the humor takes ſo faſt, that we have daily Advertiſements in our *Gazetts* and *News-Papers* about it.

Poſt-Boy Number 510, Mr. *Crowley* at the *Doublet* in *Thames-ſtreet*, *London*, *Ironmonger*, doth hereby give Notice, that at his Works at *Winlaton* near *Newcaſtle* upon *Tyne*, any good Workmen that can make the following Goods, ſhall have conſtant Imployment, and their Wages every Week punctually paid, (*viz.*) Augers, Bed-ſcrews, Box and Sad-Irons, Chains, Edge-Tooles, Files, Hammers Hinges, Hows for the Plantations, Locks, Eſpecially Ho-Locks, Nailes, Patten Rings, and almoſt all other ſorts of Smiths Ware.

Mr. *Crowley* moſt certainly underſtands his buſineſs very well, for he has got better then a hundred thouſand pound in ſix Years by it; and if its found that the Fabrication of theſe ſmaller matters turns to account, where the charge of the Coal bears no Proportion with what it is in Anchors, Anvils, and other groſs Iron-work, its not to be queſtioned, but the whole Manufacture of Iron-work will take one and the ſame courſe; and at once we ſhall ſee, not only this Manufacture, but almoſt all others, depending upon Sea-Coal, loſt from the *South* to the *North*, and thereby the Navigation loſt from the Nation.

I ſay, this will be the fate of moſt of our Manufactures made with Sea-Coal, as would appear by comparing the Charge of the Coal at *London*, with the Charge of the Coal at *Newcaſtle*, that each Manufacture requires to be

made-

made with. But it would take a large Volume to bring every Manufacture depending upon Sea-Coal, upon this Scrutiny; I ſhall confine my ſelf only to two, (*viz.*) *Glaſs* and *Salt*, becauſe they are of themſelves ſufficient to make good what I Intended by this Treatiſe.

The Charge of Coal in making of *Glaſs*, is at leaſt one Fifth part of the *whole* in all ſorts of Glaſs Manufactures; but in courſe Window Glaſs and Bottle Glaſs, one makes the ſame quantity for Fourty ſhilling in the Coal Countries, that the Glaſs-makers of *London* cannot do under ſixteen pounds. Let the Glaſs-makers at *London* ſpeak for themſelves, what they may Expect upon the continuation of this Tax, and I doubt not they will not ſtick to ſay, that they muſt either remove into the *North*, or remove out of the *Kingdom*. And the more we muſt pity their fate, that they are ſo ill rewarded, after they have Excelled all the World, and beat the Dutch Intirely, and almoſt all our Neighbours, out of the Trade of Glaſs. This they have done by the advantage of the cheapneſs of Coals. But now this Tax has caſt the Scale againſt them; for our own Coal is ſold Thirty *per Cent* cheaper at this very preſent time in *Holand* and *France*, then they can buy it at *London*; ſo its very plain, what Glaſs we conſume at Home muſt be made in the *North*, and Coal Conntries, and what we ſent abroad before, muſt now be kept at *Home*, ornot made at all.

Nor will it help us to ſay, we will over-heighten our Over-ſea duty upon Coal, or diſcharge the Exportation of Coal out of *England*; for thereby we ſhall loſe that part of our Navigation Imployed in carrying of Coal beyond the Sea, and a conſiderable part in the *Ballance of Trade* we

we have over the *East* Country, *France*, and *Holland*, by the Exportation of this Commodity; A consequence not to be parted with by the Nation, for the whole five Years produce of the five shillings Tax it self. Not but I am of the opinion, that the Lowing of the Over-sea duty upon Coals that was done in the last Sessions of the *Penult* Parliament, from twenty shillings to ten shillings in *Forreign Bottoms*, and from eight shillings to three shillings *English Bottoms*, has been, and will be of very ill consequence upon the Nation. The three Years Experiment we have made of the Low duty, has abundantly Justified the matter; for there has not any greater quantity of Coal been Exported Over-sea under the Small duty, then was formerly under the High duty. This abatement has had no other Effect, then to lose the King two thirds of His Duties upon Coal, and to fall the price of Coal *Abroad*, Just so much as the duty was lessened at *Home*; from which Foreign Artificers have been highly Encouraged to set about their Endeavours to beat us out of our Manufactures depending upon Sea-coal; which with the Iresistable assistance of the Five shillings Tax upon Coals at Home, must Infallibly succeed and prosper with them. But on the other side, it will take a steady hand to fix where about this Over-sea duty ought to be Placed, so as to Insure *England* Effectually in the benefits of the Coal Trade, and at the same time to hinder the *Scotch* and the *Liege* Nations from Sharing or Running away from us with them. We have had long Experience of the twenty shillings duty *per* Chaldron upon *Coals Shipp'd* Over-sea, and no doubt we must have recourse again to it, as the only means to preserve to *England* the making of the Manufactures depending upon Sea-coal. At this present time one can buy all sorts of *Iron* Manufacture thirty *per Cent.* cheaper

cheaper in *Holland* then they can in *England*. Hereafter, our Navigation muſt have all her Iron work, but eſpecially her Anchors, in *Holland*, if this Tax continues: whereas, if taken off, with an allowance of a Drawback to the value of the preſent duties upon Iron, for Iron Manufactures made in *England*, and Shipped Over-ſea, the *Navigation* of all *Europe* muſt have their Anchors made in *England* hereafter. The *Coal* of *England* is as the *Wooll* of *England*, and as no Cloth can be made without Engliſh Wooll, or ſome mixture of it, ſo no Glaſs-work, nor groſs Iron-work, can be Fabricated (ſo as to hold Trade againſt us) without all or part of Engliſh Coal. But yet this twenty ſhillings Tax will not ſecure unto us our Forges and Furnaces, without taking off the late Tax of Five ſhillings *per* Chaldron upon Coals ſpent within the Kingdom; for that will but ſet the *Engliſh* upon the ſame Bottom with the *Forreign* Artificer and to venture higher with our Over-ſea Tax upon Coals, I am afraid we dare not, for Reaſons above mentioned.

This fatal diſcouragement to the *South*, will Incomparably more ſhew it ſelf in the Salt. The Charge of making of Salt is almoſt Intirely in the Coal. Sea-water indeed requires a Prodigious quantity of Coal to Boyl it up to *Salt*. Every Weigh or Tun of Salt, which is twenty hundred weight, cannot be made with leſs then two Chaldron and a half of Coal *Newcaſtle* Pan-meaſure, which is at leaſt ſeven Tun of Coals, or four Chaldron and two Thirds of *London* meaſure. This quantity of Coals the Salter in the *North* can buy for Seventeen or Eighteen ſhillings: But for the ſame quantity the Salter in the *South* muſt now pay Six pounds at leaſt, but at *Portſmouth* or *Lemington*, Seven or Eight pounds. All other Charges, which are but Inconſiderable, are as much in favour

vour of the *North*, as the *South* Country Salters. Under this discouragement it cannot be doubted, but that the Intire Trade of making of Salt must be run from the *South* into the *North* Country. Indeed before this Tax, the making of Salt by Sea-coal has been for many Years a going off into the *North*, and yet there are a great many Salt-Pans standing upon the Coast; but by this *late* and *fatal Tax* upon Coal, *they* are for ever condemn'd, and doom'd never to Smoke again.

It is most certain, that nothingcan be more Pernicious, then this Connivence the Nation has made at the *North*'s stealing the Manufacture made with Sea-coal from the *South*. But one cannot Imagine, without doing Violence to the Genious of this Kingdom,the Nation will any longer suffer the Fabrication of these Manufactures to settle and Increase in the *North*; for thereby the *Collier Trade* and *Navigation*, that go hand in hand, must both suffer to a far greater degree then what I have before faintly represented, and am less able to bear the Tragical prospect of it. But the Consolation is, we are not Insensible of these things, and no doubt the present Parliament will have all due regard to the *Navigation* and *Collier Trade* of *England*, whose Case is plainly thus.

With this Tax we shall not Export from the *North Coastways*, above One hundred and fifty thousand Chaldron, *Newcastle* measure; Nor Employ half the number of Ships and Sailers, upon the *Collier Trade*, we did before this Tax came on: For there will remain no further occasion for Coal in the *South*, then for *Domestick use*; their *Forges* and *Furnaces* being run by this Tax, either into the *North*, or out of the *Kingdom*. And instead of a Hundred thou-

ſand pounds *per Annum*, which is Expected from this Tax, we ſhall find *it* will not bring in above Fifty thouſand pounds, (which Sum I doubt not can be raiſed from the *Heigh duty* upon Coal Shipped Over-ſea without hazard to our *Navigation*, or loſs to the Over-ſea *Collier Trade*, as can eaſily be made appear,) but ſhall fall in the Proceed of other Taxes above double that Sum. One half of the *Collier Trade* failing, and one half of the Men ſhe ſupports at *Sea*, in our *Rivers*, and at *Land*, being either driven abroad, or reduced to Live upon the *Alms* of the Pariſh at Home, (twenty thouſand Souls is the leaſt we ſhall find to fall under theſe miſerable Circumſtances) muſt make a vaſt *abate* in the Proceed of the Taxes, the *Poll Money*, *Births and Burials*, the *Exciſe* on *Beer*, *Ale*, and *Salt*, the *Duties* upon the *Materials* for Navigation, and moſt *Branches* of His Majeſties Cuſtoms.

Perhaps the Firſt or ſecond Years of the Tax, this *abatement* in the Proceed of His Majeſties, *Duties* and this *Tranſportation* of our *Manufactures*, will not ſo fully ſhew themſelves, as in the following ones. For this Year every Body being convinc'd the approaching Parliament will take off this fatal Tax, and aboliſh it for ever, have upon this aſſurance made the beſt ſhifts they could with their Trades; but if once in full Houſe, this Tax be confirmed and continu'd, then we ſhall ſee our *Manufactures* and *Manufactures* ſcamper *apace*. In which ſhameful Flight our Salters ſhall go firſt into the *North*, and our Glaſmakers, part into the Rivers *Wear*, *Tyne*, and *Severn*, but moſt into *Holland* and *France*. Thoſe that ply the *Forge* and the *Furnace* ſhall follow faſt after them, eſpecially our *Anchor-Smiths* and *Dyers*; And in a word, by Progreſſion of time, all Manufactures whatſoever made with *Sea-coal*, ſhall run one and the ſame *fatal Race*.

On

On the other hand, when this Tax is taken off, we ſhall Export from the *North Coaſtways*, above Four hundred thouſand Chaldron of Coals, *Newcaſtle* meaſure; which may be modeſtly computed and judged to twelve hundred thouſand Tun of Coals, and ſhall have every day an *Increaſing Trade*: For Wood decays every where, and the Town growes more Populous, having many New Streets built out of her void Spaces and Cumberſome Palaces. This twelve hundred thouſand Tun of *Coal* is a Bulk of Cargo ſufficient to Employ two thouſand Sayl of Ships of the ſame Burthens with thoſe at preſent in the *Collier Trade*, and will maintain twenty thouſand *Seamen*, and a *triple Number* of *River-men*, at the *Loading* and *Unloading Ports*, and all living Jollily, and Comfortably in their Buſineſſes, muſt reiſe the *Proceed* of His Majeſties *Revenue* far above what is expected from this Five ſhilling Tax.

This is a *Vaſt Crew* of Seamen that the *Collier Trade* Employs and Supports, and will be, with what can be ſpared in time of War from *This* and our *Over-ſea* Trades, a ſufficient Number of Men to Equip the *Fleet*, and at the ſame time Carry on the *Trade* of *England*. This will be an unſpeakable Bleſſing to the *Nation*, and at the ſame time the *Envy*, and *Terrour* of the *Univerſe*. Thus *Maſters* at *Sea*, with that handful of *Troops* the laſt Parliament allow'd of, and moſt People are convinc'd to be ſtill neceſſary to be *kept up* for a *Check* to the *Various* and *Reſtleſs* Deſigns of our Boſom Enemies, we ſhall keep *Peace* at Home, and hereafter make that *Figure Abroad* under His Majeſties Auſpicious Conduct, this *Nation* never attain'd to before.

FINIS.